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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XVIII • NUMBER 4 • MARCH/APRIL 2000



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: After sending out over 100 renewal reminder letters in January, I'm happy to report our paying membership now stands at 600. Thirty more members and we'll be tied with last year's membership.

Two of our San Francisco members own 1938 Special Sedans Model 41. They got together and took this photograph of their 38-41's with the Golden Gate Bridge in the background.



The black one on the left belongs to **Paul DeLucchi** (#1246). The maroon car on the right belongs to **Mark Jordan** (#1297) and was featured on the back cover of the last *Torque Tube*.

The next two photos show a brown 1937 Spe-

cial 4-Door Slant-Back Sedan Model 47 belonging to **Ray Shanahan** (#1429) in San Rafael, CA. Page two shows the car's 1936 style steering wheel without the horn ring. I have seen this on many 1937 Buicks.

Our last issue of the *Torque Tube* showed **Albert Fink's** (#941) 1938 Limited with a bar in the back of the front seat. Now **Cecil Don** (#637) reports that he owned a '37 Limited with a bar nearly

identical to the one in the 1938 Limited. So even though I have never seen it advertised, it appears likely Buick did offer this option on their Limiteds.

The *Torque Tube* is continually looking for interesting material to pass on to the membership.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



Here are some 37/38 Buick auction items seen on the eBay Web Site. (The eBay URL is: <http://www.ebay.com>).

A. Original 1937 Buick sales plaque. Plaque is shield shape measuring 9 1/2" wide x 13" high. Has three metal badges attached. Top one reads "Zone average price

class or better season of 1937 through June" and has old Buick logo. Center one reads "Presented by Buick to H. R. Ingalls Inc." Bottom one reads "27.3%." A rare 1930's Buick piece in excellent condition. Price starts at \$35.

B. You are bidding on a 11 x 14 paper award certificate..to (E. A. Talbert) having delivered 75 units during the current year is a member in good standing with a rating of "Royal Purple Salesmaster"...date of award 1938...this certificate was titled "Buick Salesmaster & Royal Purple Salesmaster Club"...there is a 1" tear on right side in the border...lays flat and doesn't show if framed. this award is unframed...color of award is basically beige with some green in border and red emblem at top. Price starts at \$22.

C. Good Delco generator and four-pronged voltage regulator for 1938 Buick Special. Price starts at \$25.



D. Original New Old Stock 4-prong voltage regulator for 1937 and 1938 Buick Special straight eights. Part number 1118213. In original Delco-Remy box with original instructions. Very hard to find. Price starts at \$25.

E. Very nice TootsieToy 1938 Buick Roadster.

Near mint condition. Marked TootsieToy Made in USA. Measures 4.25". Price starts at \$1.00

F. Buick 1938 Hood Ornament, INF 1298513 1298515 — 13" long. No pitting, no damages, excellent Hood ornament like new. Price starts at \$40.

G. 1938 Buick Instruction Manual in French. This 1938 Buick manual is printed in the French language but with the accompanying pictures it shouldn't be too hard to understand (maybe this gives you the opportunity to learn French). The manual is complete and in fair to good condition. The outside is a bit dirty but it is not ripped or otherwise torn. Price starts at \$10.

Thanks to **Charles Jekofsky** (#514) in Washington, DC for sharing this information.

Club member **Jim Ishmeal** (#1475) recently purchased this 1937 Century Sedan Model 61. It's painted black which is its original color. Jim

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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says: "It's a honest '6' on a scale from 1 to 10. I want to phase restoration of the car so as not to have it down for long periods of time. I enjoy driving it and it really turns heads as she

glides down the road. As the plates show, I bought it in Minnesota. It's now a resident of the High Desert in Victorville, CA."

Club member **Peter Warburton** (#1163) in Australia writes about sending US dollar checks from Australia: "I found Australia Post provides a Western Union International money order. This has proved to be much cheaper than a bank draft." Perhaps this might benefit our other overseas members.

The cartoon and thatched roof English gas station appeared in a 1940 issue of Motor Age magazine. Under the thatched roof was a modern service station in Devon, England.

The cover of the February, 1998 *Radio Control Modeler* magazine (at right) shows off a 1938 Buick as well as a 1934 Packard. Also note the very nicely constructed "Golden Era" model aircraft. The picture was taken in Adelaide, Australia in 1997. There is no mention as to the owner of the cars but the woman on the right is Claire O'Reilly. Perhaps she is a member of one of the Australian Buick Clubs. Thanks to **Dick Parkes** (#169) in Canada for sharing this.

In 1937, an auto parts company in St. Paul, MN introduced this Oilometer-Gear Shift knob (middle of page 4). You set it to indicate the mileage at which lubrication is desired. The meter fits in the shift ball and indicates the mileage the



car should be returned to the dealer for oil changing or lubrication. It eliminates the necessity of attaching tags to the car, and serves as a guide to remind the owner of lubrication periods. List price is \$1.25.

The next two photos on page 4 were part of a History Channel 3 hour color video called "World War II in Color." The photos were taken in France shortly after the German invasion in May, 1940. One scene shows a black 1939 Buick flying a Nazi banner with

big army trucks and a very old church in the background.

In another scene we can see the same



sidemounted '39 Buick with a dead man in the foreground. I would like to know the story behind this scene. How and why was the man killed. He appears to be in civilian clothes and what looks like wooden shoes. Unfortunately he was just one of the over 50,000,000 people killed in World War II.

One of our newest Club members **Kenneth March** (#1481) of Thomasville, PA owns this 1938 Special 4-Door Sedan Model 41. Notice his car (bottom of page 4) has the original glass which is fogged about half-way up the windshield. By looking at the small LOF (Libby-Owens-Ford)

Oilometer Combined In Gear Shift Ball

The Robinaon Co., First National Arcade, St. Paul, Minn., has introduced a combination gear shift ball and meter that can be set to indicate periods at which lubrication is desired. The meter is fitted into the gear shift ball, and indicates the mileage at which the car should be re-oiled.



turned to the dealer for oil changing or lubricating. It eliminates the necessity of attaching tags to the car, and serves as a guide to remind the owner of lubrication periods. List price, \$1.25.

Jenkins (#1085) in North Carolina. Thanks to **Gene Stewart** (#1456) for sharing this photo at the top of page 5.

This next picturesque photo shows a Sudan (light) blue '37 sedan belonging to new member **Jim Markowitz** (#1488) in Bridgeville, PA. Jim recently acquired this car in Pittsburgh, PA. Jim is the car's third owner.

John Wilson (#1406), our only member from the state of West Virginia, owns two 1938 Specials, a coupe and a sedan. John can't drive them now because he is living and working at the South Pole. You can fly to the South Pole from New Zealand when the weather is good i.e. in summertime below the Equator (Nov/Dec/Jan).



logo with manufacturing date at the bottom corners of the windshield, you can get an idea when your car was built. My 38 sedan glass is dated 10/37 and 11/37 so my car was probably made in December 1937.

This beautifully restored two-tone 1932 Buick convertible coupe with rumble seats and sidemounts belongs to **Lewis**



While in New Zealand, John had a good visit with

Greg McKenzie (#1215). Greg also had a 38 Special sedan which he recently sold. John says the weather is running 40 to 50 degrees Fahrenheit below zero. But it doesn't feel too bad except on your hands with your gloves off.

In finding services that restore or rebuild body

parts I've found that the best place to have your running boards re-done is with **Hunley Acuff**, 1423 Wilson Road in Rossville, Georgia 30741. His phone number is (706) 866-4875. Call between 7 and 9 pm or the phone may go unanswered.

The Buick Farm



This Venezuelan stamp showing a 1937 Buick 4-door convertible was sent in by **José Pardo** (#558) in Colombia, South America. José has been involved full-time in the founding and construction of the National Museum of Transport in Cali, Colombia. All 5 of his '37



sells only NOS parts that the owner acquired years ago from various Buick dealers. Instead of phoning and asking if he has the part you need, go to his website (www.buickfarm.com), enter the year of your Buick and get a list of parts in order by Group Number. You can print out this list for future reference or order the parts on-line.



Buicks are in the museum. José likes 1937 because it's the year he was born. The museum also features his W.W.II AT6 Texan trainer airplane.

Andrei Bogomolov in Moscow, Russia has a gallery of antique Buick cars on the Internet. The

URL of his '37 and '38 Buick websites are:

<http://www.autogallery.org.ru/bui1937.htm>

<http://www.autogallery.org.ru/bui1938.htm>

Andrei writes in good English. He says the Kremlin garage had some Buicks, mostly limousines. Some are still scattered around Russia. A list of antique cars in Russia for sale is also on his web site. I wonder where all those old pre-war BMW's and Mercedes came from? If you're interested, you can write Andrei at: ab@iki.rssi.ru



This 1937 Business Coupe, above, belongs to member **Christian Stickle** (#1313) in Tübingen, Germany, an old University town. Christian recently purchased a pair of original jump seats to install in his coupe for his child to ride on. That will change the car from a Business Coupe to a Sport Coupe. The photos were taken last Fall. What a beautiful castle and car. And no, the castle is not Christian's home.

These three photos show a handmade model of a 1938 beige coupe. It is now for sale along with the maroon or blue 4-door sedan



shown on page 6 of the September/October 1999 issue. They are very detailed and handmade in France in small batches. They cost \$125.00 plus shipping. They accept payment with a credit card. If you're interested, contact:

Ray Paszkiewicz Jr.
PO Box 156, Clarksburg, NJ 08510
Tel: (732) 446-9381



Ray says he will do a '38 Convertible Coupe soon. I'll let our members know when it's available. Also see his new ad on page 30 of this issue.

This beautiful blue '38 Century Sedan Model

61 (top of page 7) belongs to **José Ramon Garcia Menendez** (#856) in Argentina. His car appeared on the front and back covers of Vol. X, No. 5 (March, 1992) with an attractive blonde by the name of Sandra. José reports that unfortunately for him,



Sandra is now living near Los Angeles and is one of the three stars in a remake of the Charlie's Angels TV series. José recently renewed his subscription because: "I miss the Torque Tube and the stories from the wonderful group of the friends of 37/38 Buicks."

New member **Dan Lash** (#1468) in Michigan owns a 1937 Special McLaughlin-Buick con-



vertible coupe. All the 37/38 open cars were Flint built. Dan's was also. It has the US Data Plate, not the Canadian one. His plate reads:

BUICK MOTOR CO.
FLINT, MICH.
STYLE No. 37-4467
BODY No. 1647
TRIM No. 343 (Tan Bedford Cord)
PAINT No. 508 (Samarra Beige)

His car has 6 lug wheels and different hub-caps than US '37 Buicks which indicates the car was shipped from Flint to Oshwa, Canada where McLaughlin wheels were installed.

The original Hebrew Hotrod! This Buick ad (above, right) appeared in the *Jewish Forward* newspaper on July 5, 1937. It is written in Yiddish with Hebrew letters. People who can read Hebrew will have to convert the words to Yiddish, a form of high German. Obviously, Buick was targeting all the markets they could reach. Thanks to **Charles Jekofsky** (#524) in Washington, DC for sharing this ad.



**IT'S NEVER TOO LATE
TO LEARN THIS!**

It's Buick again!

New Club member **Jari Vuorinen** (#1492) in Finland, is restoring this 1938 Roadmaster Sedan Model 81 (below, left). He bought it last year. He needs the following parts:

- **Rear Axle Ring and Pinion Gear Set** (44:11)
 Part no. 1394389
- **Rear Brake Drum** Part no. 1293550
- **Front Brake DrumHub** Part no. 1289611
- **Delco Front Shock Absorber**
 Right 1902-D 58
 Left 1902-C 58
- **Delco-Remy Starter Vacuum Switch**
 Part no. 1868512

If you can help, please contact **Jari Vuorinen** at:
 Mantypolku 5
 47710 Jaala
 FINLAND
 E-mail: perhe@iobox.fi
 FAX +358 5 3634 508

Harry

Cover Cars

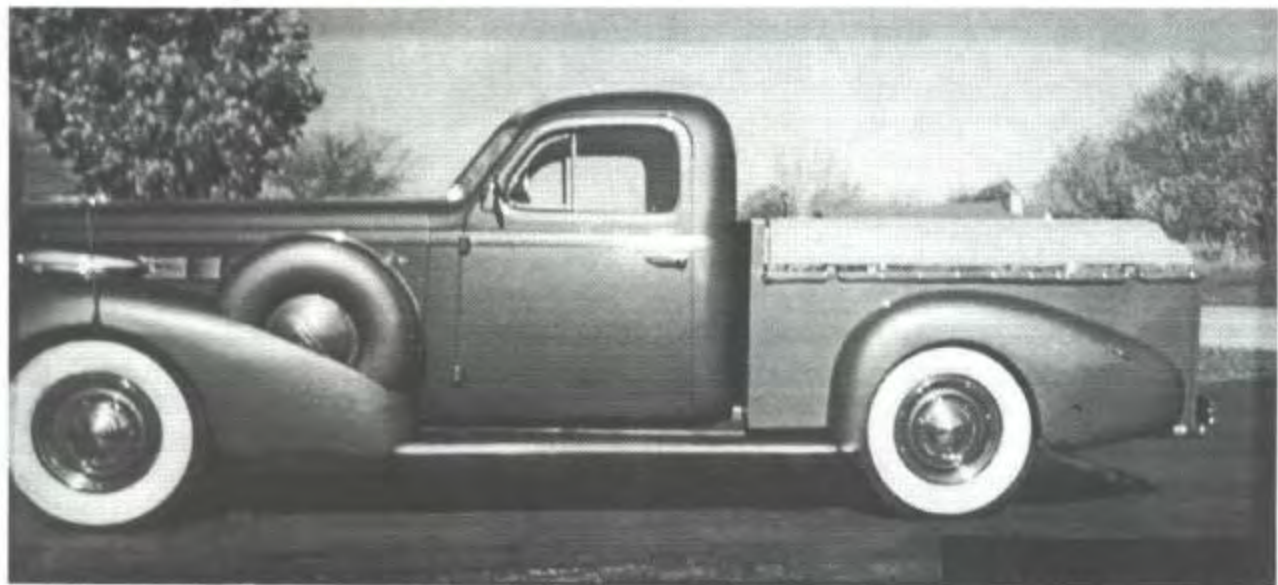
Front cover: 1938 Century Pick-up Truck. This photo was taken in 1978 shortly after then owner Lee Greer finished restoring it. Lee said it was a beauty and drove and handled like a '38 Century should. **Rear cover:** The 1938 Century Pick-up today. It's now owned by **George Belanger** (#1486) in Winthrop Harbor, Illinois. See story below.

● 1938 CENTURY PICKUP TRUCK

By Bob Trueax (#351)-Gridley, CA



A photo of this beige 1938 Century Pick-up truck appeared in the January 20, 2000 issue of Old Cars Weekly. The new owner, **George Belanger** (#1487) of Winthrop Harbor, IL was inquiring if anyone had information about its history. I first became aware of this vehicle around 1974 when it was purchased from a man in Carson City, NV. It was in poor shape with a cracked steering wheel, no taillights and the dashboard was painted red with a brush. I trailered it from Carson City to Oakland, CA, for the new owner.

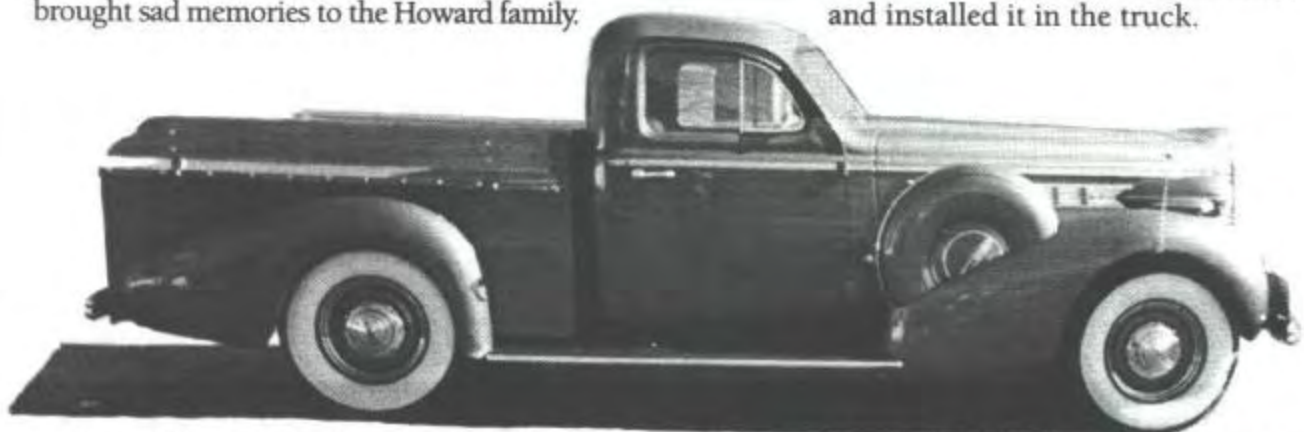


The unverified story that came with the car was that it was built by Howard Buick (one of the largest and oldest Buick dealerships in CA) out of a 1938 Century Sedan Model 61. It was built for Mr. Howard to pull a trailer transporting his race horse "Sea Biscuit." When that horse was killed in a barn fire in 1947, the Buick pickup was sold as it brought sad memories to the Howard family.



I don't know how long the fellow in Nevada had it, so really don't have anything on the history for the next 25 years.

The car was sold to Lee Greer around 1975. He took care of the restoration. He bought a '39 Century engine from me. That engine had been rebuilt but never run. Lee and I disassemble, cleaned, reassemble and installed it in the truck.



Everything was re-done as originally customized, except that the back of the cab was finished off better, wooden side-boards were added to the oak bed and it was re-upholstered with brown leather. Lee also added the missing taillights and had the steering wheel and woodgraining re-done. He did a nice job with the vehicle, entered it in some shows and sold it in 1977 to well-known car collector/dealer Bob Adams in Wisconsin. Then it spent about ten years in a car museum in Evanston, IL. It ended up in Racine, WI, where the present owner George Belanger purchased it. I always thought it was a neat vehicle and hated to see it leave California.

TRAVELIN' MAN

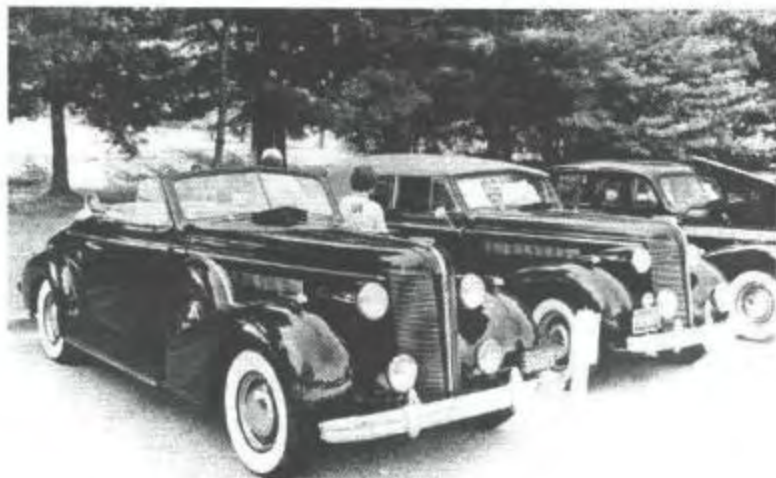
By Harry Logan (#651)-Los Altos, CA

Von Hardesty (#964) of Arlington, VA. recently visited the Moscow Polytechnic Museum in Russia. They have a large antique car collection stored in a Cold War underground shelter! The Soviets manufactured Fords under license. Von is standing next to a **Russo-Balt**, one of Russia's first autos.

In the middle photo shows two 1937 Convertibles. That's Von's maroon '37

Century convertible coupe on the left and **Andy Diem's** (#852) dark green '37 Special Convertible Sedan on the right at a show in the Washington, DC area. Von also has a 1940 Ford Convertible Coupe.

Von also owns a 1940 Nash 4-Door Sedan, the same year and model Nash his father had. His Nash was recently featured in an article in the Washington (DC) Times newspaper.





1937-1938 BUICK CLUB EASTERN MEET AND TOUR

RED WING, MINNESOTA JUNE 6-7-8-9, 2000

Dave Wettersten(#887) -Falcon Heights, MN - Tour Leader

Red Wing, in southeastern Minnesota, is a lovely, historic community situated along the Mississippi River the heart of the Mississippi Valley. Surrounded by bluffs it is well known for its natural beauty. Our host hotel, the **St. James**, is on the National Register of Historic Places and features an attractive shopping court, dining, and elegantly restored guest rooms.



We will be touring the Great River Road loop along a scenic drive of the Hiawatha Valley following both the Minnesota and Wisconsin sides of the Mississippi river. We will also be touring along the St. Croix river to Stillwater, Minnesota, a river valley and town equally as pretty as the Hiawatha and Red Wing.

For those interested in independent excursions, Red Wing is about an hour (in a modern car) from St. Paul/Minneapolis and the Mall of America. However, both Red Wing and Stillwater provide ample opportunity for shopping. For golfers, there are links nearby. You might consider staying an extra day to take a ride on a paddlewheel boat like the Mississippi Queen down the Mississippi River. Dave and Carolyn Wettersten will arrive Tuesday afternoon.

----- (please copy and return this completed form) -----

2000 EASTERN MEET REGISTRATION

Name _____

Address _____ City _____ Zip _____

Phone _____ Tour Car Year/Model _____

Meet Registration Fee - **\$12.00/Car** (hospitality room, etc.)

- | | |
|---|------------------|
| • Wednesday 6/7 Tour | #Attending _____ |
| • Thursday 6/8 Tour | #Attending _____ |
| • Friday 6/9 Tour | #Attending _____ |
| • Friday 6/9 Dinner (Cost will depend on order) | #Attending _____ |

Make Checks Payable To:

David Wettersten

1724 Asbury Street • Falcon Heights • MN 55113-6250 • Phone (651) 644-1019

HOST HOTEL

St. JAMES HOTEL, 406 Main Street, Red Wing, MN 55066 • Phone 1-800-252-1875 or (651) 388-2846

Make reservations direct with the hotel, and don't forget to mention the 37-38 Buick Club to get this

Special Rate: \$86 + tax — 20 rooms are being held until May 8.

"A MYSTERY SOLVED"

By: Clarence Hoffman (#546)-Pennsylvania



As some of you know, I bought a 37-46C a few years ago. This photo shows me riding in the rumble seat of another 37-46C. My car had supposedly been professionally restored some 16 years prior to my purchasing it. The fellow that had the car restored died before he had a chance to even use it. His business partner out, of nostalgia for his friend, bought it from his estate and it was he that I bought the car from. I asked him about the cars past and restoration but he couldn't tell me anything except his partner had spent quite a lot to have it restored. A word to the wise here, all restorations are not equal.

So after years of work I drove my car to the 37/38 Eastern meet in Indiana last May. I'm not going to bend your ear with my many problems, instead I feel you would much rather read about the great mystery I solved in my efforts to properly restore this car to its former glory.

In trying to right one of the many wrongs in the car's restoration, I had to remove the rubber mat in the small trunk beneath the rumble seat. Surprisingly enough the condition of the mat seemed to indicate it was in fact the original. Water had been leaking into the trunk due to the fact that the two drain tubes had never been properly installed. I fixed them and removed the mat in order to sand some of the surface rust from the floor of the trunk. After looking carefully at the area beneath the mat I noticed what

looked like the remains of an official looking document. I was intrigued by what I might find on this typewritten document or rather what was left of it. Stuck to the floor of the trunk was about one-third of the upper left-hand corner of a letter.

It was facing toward the rear and with the limited amount of space to stick my head in, I had to use a small mirror to reflect the typewritten words. Well as you can imagine it was very hard to decipher as all the words were backwards in the mirror. I struggled with the words for about 25 minutes and had only managed to figure out about four words. I thought, "the hell with this" as I'm not getting anything done on the car, which was what I had come out to do, when I realized the name I had just managed to figure out was Frank Knox, Secretary of the Navy back in 1937. What I could make out of the date, it appeared to have been sent on April 1st, 1937. I got enthused again and thought maybe the rest of this letter is stuck to the back of the mat. I flipped the mat over and sure enough about half of the letter was still stuck there. The only problem being I was looking at the back of the letter now. I could never get what was left of it off the mat without destroying it. I called my brother who teaches computers at a High School and told him about my letter. He said he had a friend who had a computer that might be able to pick out the typed words pressed into the paper from the back

and to bring the mat over and he would see what he could do. Three nights later he called to say his friend had some success, from what he was able to get it went something like this:

We are sure you can _____
time frame _____ both you and
Noonan _____ transform _____ers
sh_d help wish you _____
Fred every _____ cess.
Fra_____ Kn_x, Sec. N_vy.

My brother being 10 years younger than me asked if it made any sense to me. I told him that along with what I was able to get, it seemed to make a great deal of sense. I said I needed to find out, if possible, the original owner of the car. I could then be more certain of my suspicions. According to the fellow I bought the car from, he thought his business partner had claimed to be the third owner. So I began to try and find the original owner, beginning with his partner's title transfer and working back. I was finally able to trace it back to the original owner. It was purchased on December 7th, 1936 from Phil Hall Buick in Hollywood, CA by a Mr. George Putnam for his wife. I was disappointed at first until I remembered that George Putnam of Putnam Publishing Company was in fact married to Amelia Earhart. I can tell you my heart was really racing upon discovering this. I called my brother and told him I was sure that the car had belonged to Amelia Earhart and that the letter proved she and Fred Noonan had indeed been on a secret mission for the Secretary of the Navy, Frank Knox.

My brother told me I was nuts and to come and get my mat back and "get a life". I had just bought six new Wide Whites for the trip to Indiana. I removed the tires and tubes from the side mounts; they looked like the original equipment. Upon removing the tubes, I noticed a large hot patch 3 square inches on each inner tube. When I dropped the first inner tube on the floor it went clunk! Inner tubes don't usually clunk when you drop them. I shook the tube and sure enough there was something inside. I cut the old tube open and found a stainless steel ball approximately the size of a golf ball. I shook it and there was indeed something inside that whirled around and made the ball feel like a gyroscope. I cut the

other tube open and there was a stainless steel ball in that tube as well. Try as I might, I could come up with no explanation for the two steel balls in the tires.

About two miles straight down the dirt road that I live on is a friend who teaches mechanical engineering at the local college. He is also a ham radio operator and collects antique radios among other things. I took the steel balls to him and asked him to see if he could figure out what they were doing in the sidemount wheels. Two days later he thought he had figured out what the two steel balls were for and could I come over, he wanted to show me something. I said I'll be right there. When I got there he explained that he had been using his ham radio set just flipping frequencies. When he hit 122.5 he had on his head set and said that he suddenly received an SOS signal dots and dashes so loud he had to pull off his head set. He said he couldn't figure out where the signal was coming from. When he happened to look over, he found his five year old son Mike rolling one of the steel balls across the basement floor next to him! He said he and another ham operator friend checked them out. They were indeed small emergency transmitters. When rolled, the inner ball sent out an SOS signal with dots and dashes.

We talked it over and came to the conclusion that the mechanical transmitters were to be a back up on Amelia's round the world flight. They had obviously been tested on the car to see if they worked properly before installing them on her plane. Had someone forgotten to remove them from the car and install them in her plane's landing gear? The Lockheed Electra that Amelia flew had retractable landing gear. What I and my friend theorize is that were she and her navigator Fred Noonan to lose electrical power to the radios they could lower the landing gear, thus causing the wheels to spin activating the transmitters inside of the tires. I have told no one else of this story. Now that you my fellow members of the 37/38' Club have read this, I think I can safely say, we of the 37/38' Buick Club may be the only people who really know the answer to what happened to Amelia Earhart. Oh yes, I know there are some skeptics out there saying I know Hoffman, and he ain't got no balls! Well I can assure you my friends I do!!

My Grandmother's Buick

By Jan Burry (#1477) - Northfield, MN

My grandmother Ellen Moll bought this 1938 Buick Limited Model 90L in 1939. She was told it had been chauffeur driven and owned by a New York City Park Avenue widow.

However from 1939 on, my grandmother was the only "chauffeur." She drove this as the family car. I suppose that with all its seating, it was the minivan of its day.

With family in both New Jersey and Florida, the car made many trips up and down the East coast. Many times I've heard my mother and grandmother laughing and remembering different mishaps and adventures in the car.

My grandmother once fell out of the car. My grandfather didn't notice until my mother piped up that Mama was missing. You can imagine the panic that followed.

Some years ago my sister and I ended up in Minnesota with our families. Nearly 2 years ago, my mother retired and joined us up here. Last April my grandmother, now 93 years old, moved into a nearby retirement center. We are all so pleased that the car will still be close to her.



The photo shows the car with non-original wheels. We have the originals and will put them on. The interior needs some re-upholstery but the body is in good shape. The car was garaged in Tampa, Florida for 50 years.

WITHERING DON DeVine

By Harry Logan (#651)-Los Altos, CA



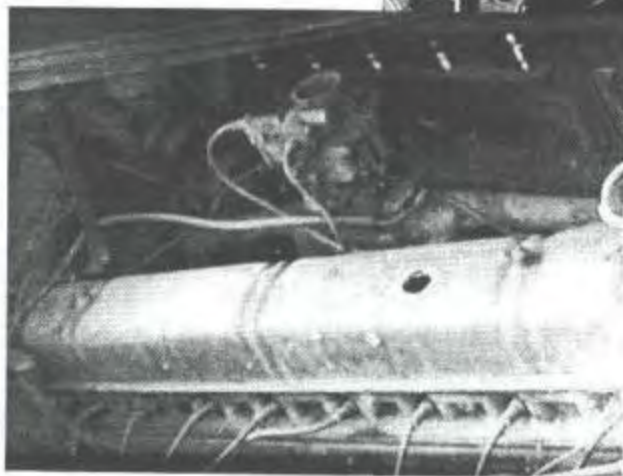
This is former member **Frank DeVine's** (#1007) back yard in San Jose, CA. He had over 30 cars scattered around his yard plus piles of body parts. He recently sold his home and had to leave by March 12, so everything was for sale including a 1937 sidemounted Business Coupe and a 1938 sidemounted Limited Limousine. The list of his cars for sale was sent in February to several car clubs including the Nash Car Club.

Bob Hamro (#775) - San Jose, CA is shown looking in the trunk. It contains a 38 transmission and also an 8 inch (20 cm) hole. The trunk lid is missing the chrome hinges. It's held on by electrical wire.

(continued from page 15)



The top two photos show a '37 coupe Model 46. It does not have a motor and the side-mounted fenders were inside the car. Flowers are now growing where the motor used to be! Frank's asking price was \$3,500 for this coupe. Sitting directly behind the '37 coupe was a big '38 Limited. These bottom photos show you two views of that car. You are looking in the driver's side window showing an incorrect steering wheel, missing clock and map light cover. The engine, below, is there but rusty from being outside. It appears to be either a 1939 or 1940 engine judging by the valve cover and the intake manifold. Both the oil filler cap and the spark plug cover are missing.





The interior of this 1938 Limited Model 90L was filled with car parts, but not all from this car.



Notice the X stamped on the bottom right corner of the firewall data plate, indicating this car was exported, probably to Mexico and then later returned to the US. This 90L was originally painted (#515) black with (#634) Gray Broadcloth upholstery. It has Body No. 116 out of a total of 577 (167 of these were exported). Frank was asking \$6500 for this car! By the time you read this, these cars will have found a new owner or been crushed.

Paul DeLucchi (#1246) visited these cars. Here are his comments:

"I spent a while poring through the boxes and poking around the hulks. What an astonishing array of stuff, from NOS taillight lenses in Buick boxes ('50s) to that enormous 38-90L. It has ONE wire wheel? I wish I had the wherewithal and the balls to take on a project like that!

Other odd observations: Some "KUIICK" hubcaps for 40s Buicks, in the same barrel with the real ones. A trunk lid for a Hudson Hornet complete with both emblems.

Buick doors stacked up like books on a shelf. And that LaSalle hearse — too far gone for a showcar restoration, but wouldn't it make a great custom job, or a starting point for a woody? And I'm sure you noticed the complete front clip from a 38 Special — with a decent radiator in it — just sitting out in the mud. Oy!

In my opinion, the sleeper of the entire lot was the '46 Nash coupe, a humble car but original and complete from end to end, with upholstery still serviceable and someone even took the care to lock the doors. Frank says it runs but brakes are no good. Asking \$2500 and he'd probably take \$1900. It would be an easy fixer-upper on a budget, and a cutie besides."



Technical TIPS

FUEL PUMP INFORMATION

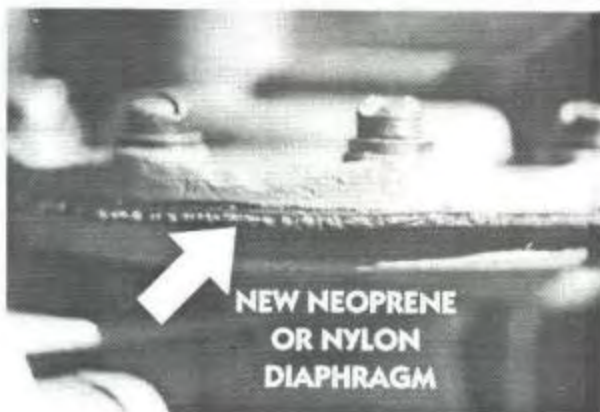
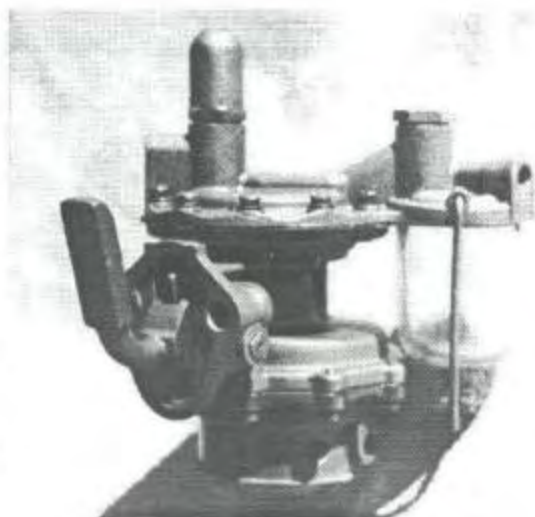
By Harry Logan (#651)-Los Altos, CA

(Note: I obtained most of this information from fuel/water pump rebuilder Arthur Gould in NY).

A particularly distressing situation occurs when we replace a fuel pump with a "New Old Stock" (NOS) one that we'd been counting on, and find that it works, but the diaphragm leaks like a sieve.

The old pre-war (and several post-war years) fuel pumps had diaphragms constructed of layers of a cloth-like material, impregnated with a gasoline-resistant material. These are no good now because age deteriorates the layers and modern fuels causes them to swell. So do not use any of these multi-layered diaphragms.

Later diaphragms from about 1950 up are constructed of neoprene or nylon and are virtually indestructible and are easily distinguished on the pump by looking at the edge which is only one ply (40 to 60 thousandths thick) instead of multiple ply.



The only company supplying complete fuel pump kits was Chem Manufacturing Co. and they went out of business in 1989. There are no good, complete kits on the market today.

It's folly to rebuild your fuel pump with a flea market kit. They often have incorrect parts or the kit is incomplete, often lacking the oil seal. Your best bet is to send your pump to:

Arthur Gould
6 Delores Lane
Fort Salonga, NY 11768
Ph: (516) 754-5010

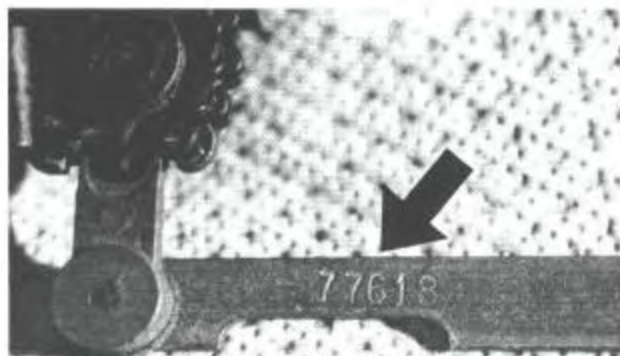
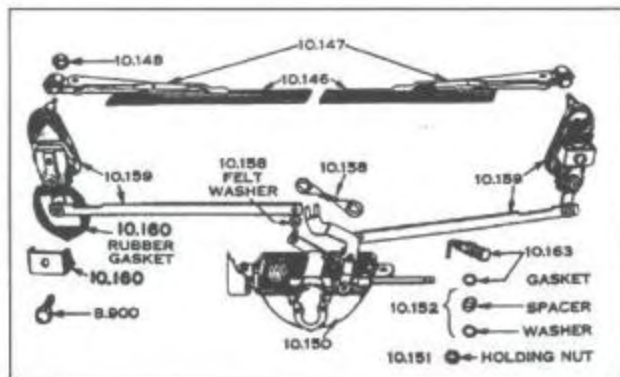
Arthur has rebuilt 4 fuel pumps for me and all are still working, even the one he rebuilt in 1988. He has all the parts necessary to restore your pump plus some specialized fuel pump tools. He also restores water pumps and has done an excellent job on the four I sent him.

WINDSHIELD WIPER NUMBERS



By Bob Graves (#1136)-Lynn, MA

Buick (and probably other GM cars) used **Trico** windshield wiper motors, linkages, blades and arms. You can purchase reproduction **Blades and Arms** from **Bob's Automobilia** (805) 434-2963.



The sides of 1938 Buick wiper transmissions flare out while 1937 transmissions had straight (non-flared) sides. Be sure you install the transmission parts on the correct side (left and right). If you reverse them, they will fit, but something might break when you try to use the wipers.

Below are the Trico motor and linkage numbers for our Buicks. These numbers are stamped on them. For example, this linkage number is Trico part number 77618. It's for the left (drivers side) of a 1938 40 or 60 Series car. (see table). Sometime the last letter of the part number, in this case C, was not stamped on the linkage.

1937 40 & 60 SERIES	
MOTOR	LINKAGE
SK-24	76781-C (left-driver) 76780-C (right-passenger)
1937 80 & 90 SERIES	
SS-4	76696-C (left-driver) 76696-C (right-passenger)
1938 40 SERIES	
SK-24-1	77618-C (left-driver) 77617-C (right-passenger)
1938 60 SERIES	
SK-23-1	77618-C (left-driver) 77617-C (right-passenger)
1938 80 & 90 SERIES	
SS-8	77576-C (left-driver) 77577-C (right-passenger)



Technical TIPS

1937 BUICK QUESTION & ANSWER

(From the March, 1942 issue of Motor Age magazine)

Ed Smith, an auto mechanic in Sacramento, CA submitted this question to the magazine.

"We have a 1937 Buick Special, on which we have ground the valves, renewed the rings, pins, and generally reconditioned the motor. We also have taken 1/8 (.125) inch (3.2 mm) off the head in an attempt to increase the performance and gas mileage. We have obtained about 110 pounds cylinder pressure, which is fairly even, and have made a carburetor exchange to the later type Stromberg, as recommended by Stromberg.

The ignition is set at pinging point, using high-test fuel. We are at a loss to understand why an improvement in both performance and gasoline mileage has not resulted. We are particularly unable to understand why even less mileage is obtained than prior to doing this work. This car has been averaging about 15 miles to the gallon on the open road before, and we have been able to equal that only by a too lean adjustment of the carburetor. Can you tell us where we have failed?"

I find it difficult to answer your question. Personally, I think the main trouble is one over which you have no control and that is the gasoline. The

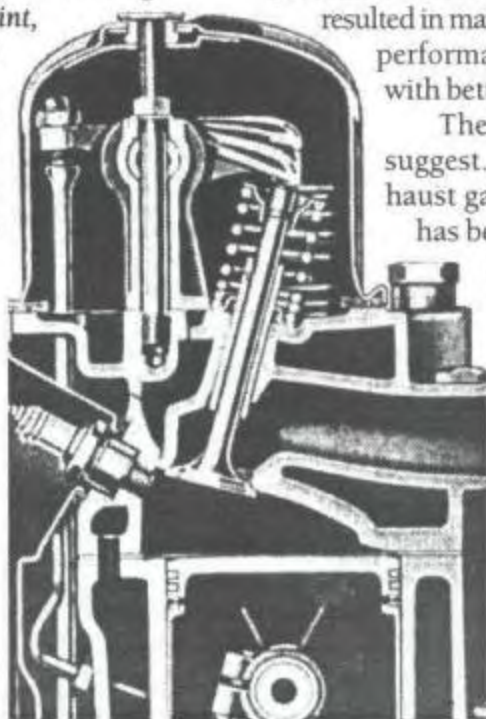
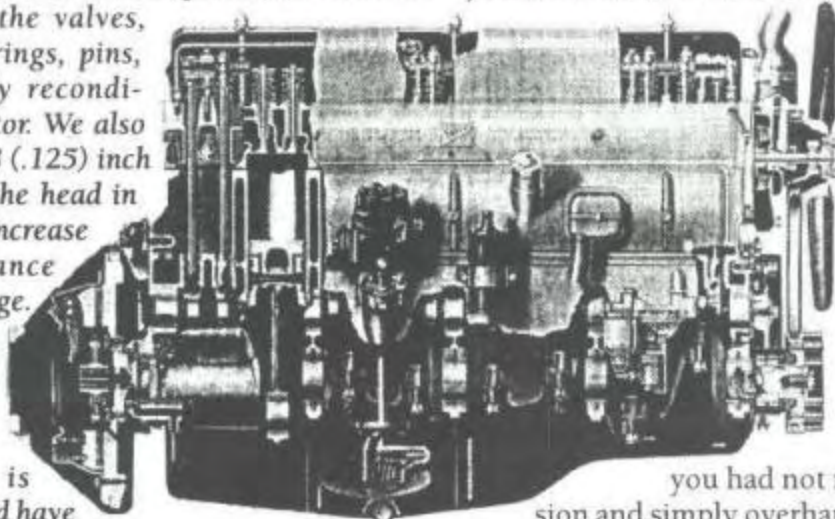
government in 1942 restricted the use of tetraethyl lead and consequently the fuel you are now getting does not have as high an octane rating as quality fuel did only a few months ago.

I am inclined to believe that if

you had not raised the compression and simply overhauled the engine, the performance and gasoline mileage would have decreased considerably. As it is, your work has resulted in maintaining the same economy and performance as the car formerly gave with better fuel but lower compression.

There are only two things I can suggest. The first is to analyze the exhaust gas and make sure the analyzer has been recently overhauled and is

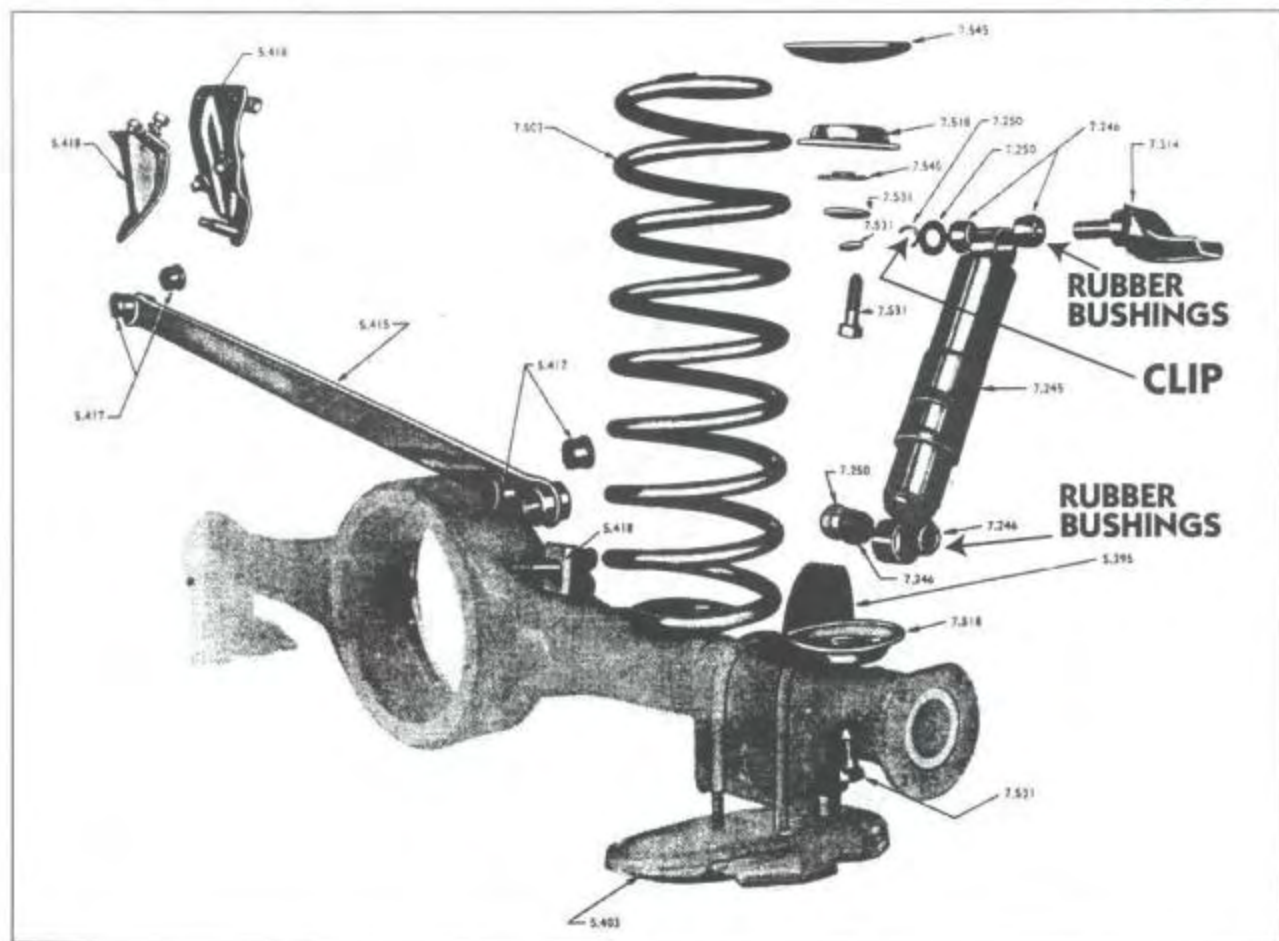
in good condition. Check the exhaust gas through the complete range of speeds. The other suggestion is to change the spark plugs. This is necessary because of the change of compression would necessitate a spark plug having a different heat range.



'38 REAR SHOCK ABSORBER CLIPS

By Paul DeLucci (#1246)-San Francisco, CA

Technical TIPS



When installing new shock absorbers, you may have to trim the rubber bushing to get it to fit. Then you have to squeeze the rubber bushings to get the upper clip on. I used snap rings instead of the original little crescent-moon clips. The crescent-moon clips might have worked well when they were new, but mine had lost both their shape and their springiness, and were worthless. I used a valve spring compressor, but you must first remove the upper mount that bolts to the frame.

I hunted all over for these clips without any luck. You can find the diameter and style easily, but not the thickness. And the thinner ones are no good, even doubled up (*I tried*).

Finally after much searching, I found this 7/8" (2.2 cm) in diameter snap ring fit perfectly. They are 5/64" or .078" thick (2 mm) and are much stronger than the original clips.



The clip is a Truarc 5160-75 retaining ring. Our members can ask for it at their nearest machine supply or bearing supply store. Truarc is a big national company. If they're out-of-stock, they can be ordered, at \$11.50 a dozen. A nuisance unless you have 6 cars. Meanwhile, I'll gladly mail a pair, free, to the next 6 members who mail me a SASE: 470 Lombard St., San Francisco, CA 94133.

OK, it's a small thing, but I've found that the smallest things cause the biggest frustration!



Technical TIPS

1938 REAR SHOCKS

By Carl Lohstroh (#1098)-Georgia
and Brian Jensen (#1372)-Maryland

I needed to replace the rear shocks on my '38 Buick and referred to the technical tip from the Nov.-Dec. *Torque Tube* which stated that NAPA shocks part #76992 would work. The NAPA store here in Americus, GA. said these shocks were obsolete and no longer available. They recommended an almost identical shock part # 94148. I bought a set and they fit and worked fine. However the 1 5/8" diameter washers supplied with the shocks have a 1/2" hole and will not fit the top mounting pin. A 1 5/8" washer with a 3/4" hole as well as a new snap ring will have to be acquired. I thought this would be helpful if others need new shocks.

ED: Brian Jensen in Baltimore, MD also adds: I just wanted to mention that I followed the advice for "Modern Replacements for Buick Rear Shocks"

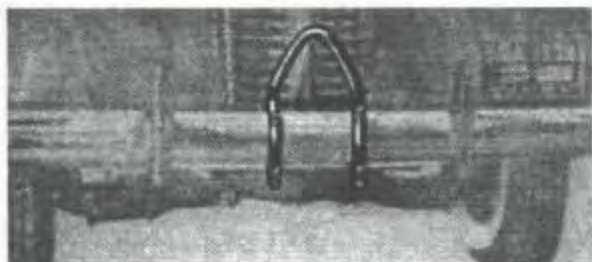
that was in the Nov.-Dec. *Torque Tube*. The NAPA Grande' 60 gas charged shocks did fit perfectly and my '38 Buick does indeed ride so much better.... Thanks for the tip! However, you might want to pass on to other club members that these shocks are on the NAPA obsolete list and when stocks are used up they will no longer be available (according to my salesman).

They had to be special ordered from the few remaining in my area and the two shocks came from different warehouses. They even had a difference in color; one cream, the other white, (I painted them both black to match and to be less noticeable!) They apparently fit older trucks such as a 1967-'71 Ford motorhome, etc. so, I can see the less demand for them. My advice...Get 'em while you can!!!

DON'T LET YOUR BUICK TAKE IT ON THE CHIN

INSTALL these rugged safeguards front and rear and save many times their cost in locked bumpers, crushed grilles, and dented fenders. Designed especially for Buick, these handsome accessories offer double insurance for the beauty of your car. Not only do they protect the sleek front and rear lines from unsightly bumps and scratches but they also add that final, finished touch in a way that makes an integral part of the car lines.

De luxe grille guard...(above) Extra-strong insurance against bumps and locked bumpers is provided by this deluxe grille guard. Stamped from heaviest steel and plated with handsome nickel-chrome finish, this sturdy, tubular guard will withstand the heaviest bump. Centered upon the front bumper, it blends perfectly with the twin bumper guards and other fittings. Price \$2.95.



Regular grille guard... Designed to match the bumper guards perfectly, this strong grill guard extends seven inches above the bumper bar, gives protection to the expensive radiator grille and center strip, and prevents interlocking of bumpers with subsequent damage to fenders. Price \$1.95.



Rear center guard... Protection to compartment lid, lamp and handle is the duty of this handsome, nickel-chrome plated rear center guard. It will fold back out of the way to allow easy access to the rear luggage compartment or spare tire space. Harmonizes with rear bumper guards. Price \$2.95.



Rod Davis Sr. (#1485)
34379 Orange St.
Wildomar, CA 92595
37-81

Gabriel Rossetti (#1486)
1290 Nipomo Ave.
Los Osos, CA 93402
37-41

George Belanger (#1487)
PO Box 256
Winthrop Harbor, IL 60096
38 Century Pick-up Truck

Steven Hartwich (#1488)
8240 Summit
Kansas City, MO 64114

Jim Markowitz (#1489)
1300 Enfield Court
Bridgeville, PA 15017
37-41

Tom McGree (#1490)
1919 Highland St.
Helena, MT 59601
38-48

WELCOME New Members

Sverre Christoffersen (#1491)
Nesalleen 30
N-3124 Tonsberg
NORWAY
38-61

Ronald Garcia Sr. (#1492)
15 Manor Court
Manalapan, NJ 07726

Jari Vuorinen (#1493)
Mantypolku 5
47710 Jaala
FINLAND
38-81



Voss Motor, Inc. (#1494)
21849 Virginia Dr.
Southfield, MI 48076

George Girot (#1495)
560 Stapp Road
Boulder Creek, CA 95006
38-46C

Sherry Bargar (#1496)
5244 Folsomville-Degonia Rd.
Tennysen, IN 47637

John Welby (#1497)
1665 Shipman Rd.
Oxford, MI 48371

Nigel Leedham (#1498)
423 Madison St.
Coquitlam, BC
Canada
37-81 McL

Glenn Blackmore (#1499)
1040 Meadowbrook Dr
Troy, MO 63379

Parts FOR SALE

• SIDEMOUNT COVERS - PLUS

I have a full set of Buick Roadmaster spare tire covers for side mounts in very good shape (no stainless) all pieces.
And I also have various odds and ends for '36, '37, and '38 Buicks.

Ray Helger

E-mail: rayh@wsii.com

• 1938 PARTS

Four 1938 Century wheels, beauty rims and hubcaps (and worn tires)..... \$100 each
Battery box, cover and hold-down bolts. Black powder coated.....\$100
Generator.....\$50
Starter.....\$50

Plus Shipping

Butch Leonard (#1257)
62777 Erickson Road
Bend, OR 97701
Phone: (541) 382-5202

• 1937 & 1938 NOS* PARTS

1937-40 Second and third speed sliding sleeve..	\$25
1937-1938 all, transmission main drive bearing....	\$15
1937-1938 40-60 Outside door handle, non-locking, used (marked H30087 or H322553)	\$10 each
1937-1938 40-60 Outside door handle, non-locking, used (marked H17712 or H33912 or H30075)	\$10 each
1937 40-60 Locking door handle, less lock, 1st type with offset shank, #4074570, marked T19500.....	\$35 each
1938 40-60 locking door handle, less lock, #4089306, marked T19541.....	\$35
1938 right taillamp door, used.....	\$10
1038-40 after engine #4-3445305 rocker arm assembly, used..	\$35
1937-1938 all, generator armature.....	\$30

*All parts are NOS except where noted. Add 15% for postage.

Bob Graves (#1136)
56 Dartmouth St.
Lynn, MA 01904
Phone (eves): (781) 593-9534

• 1938 PARTS

1937 original hubcaps, fair to good condition.....	\$100 set of four
Large Series Spark plug cover, very nice.....	\$125
Master cylinder body and parts. Rebuildable.....	\$40

Steve Nathanson (#656)
Walnut Creek, CA
Phone (925) 947-6711
E-mail: my37buick@aol.com

• 1937 PARTS

Parting out a 1937 Buick Century 4-Door Trunk-back Sedan Model 61.

Sidemounts with covers. Complete..... \$1,200

Plus many other parts. Please call.

Emile Langlois (#1184)
93 Edgewood Ave.
Havershill, MA 01832
(978) 372-2585

• VARIOUS PARTS

- Rebuilt Stromberg carburetors:
 - AA-1
 - AA-2
- Front license plate holder
- 10 small series head gaskets
- Complet collection of Torque Tubes..... \$750 for all plus postage

Mike Hart (#677)
186 Brushy Plain Rd.
Branford, CT 06405-2601
(203) 481-0005

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• **1937 PARTS**

Century sidemount fenders and covers, complete.....	\$2,000
Coupe and Convertible coupe left taillight, complete.....	\$200
Coupe rear fenders.....	\$150 each
Coupe trunk lid.....	\$350
Special Stromberg AA-1 complete.....	\$175
40 & 60 Series gas tank.....	\$200
80 & 90 Cowl stainless.....	\$40 pair
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century brake & clutch pedal assembly.....	\$35
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75
Large Series AA-2 carburetor, complete.....	\$250
Instrument cluster with working temp. gauge.....	\$100

• **1938 PARTS**

40 & 60 Series gas tank.....	\$150
NORS rear break cable, 40 & 60 series.....	\$50
Fender lights.....	\$100 pair
Limited left visor.....	\$25
Glovebox clock hole filler.....	\$15
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair

(this Parts Ad continued on page 26)

Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Rear muffler hanger, NOS.....	\$35

• **1937 & 1938 PARTS**

Century running boards, solid cores.....	\$250 pair
Restored nose stainless.....	\$200
Limited dome lights.....	\$45
Large series sidemount cups..	\$75 pair
Big Series spark plug cover.....	\$75
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers...	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating...	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used...	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35

• **1939 & 1940 PARTS**

1939 NOS Special Carter carburetor (419S).....	\$150
1939 40 & 60 series wiper transmissions.....	\$200 pair
1939 Jack, used.....	\$100
1940 Jack complete.....	\$150

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(612) 427-3460

Parts WANTED

WANTED:

For 1937 or 1938 Century Series 60
Ring gear and pinion set
(with std. ratio 3.9); and propeller shaft.
Alternatively the complete rear end.
Good condition.

Thank You,

Sverre Christoffersen

E-Mail: sverrech@online.no

Mailing address: Nesalleen 30

N-3124 Tonsberg

Norway.

Phone (evening): + 47 33 32 80 93

WANTED FOR 1938 ROADMASTER:

• Rear Axle Ring and Pinion Gear Set (44:11)
Part no. 1394389

• Rear Brake Drum Part no. 1293550

• Front Brake Drum Hub Part no. 1289611

• Delco Front Shock Absorber

Right 1902-D 58

Left 1902-C 58

• Delco-Remy Starter Vacuum Switch

Part no. 1868512

Jari Vuorinen

Mantypolku 5

47710 Jaala

FINLAND

FAX +358 5 3634 508

E-mail: perhe@iobox.fi

Cars FOR SALE

• FOR SALE -1938 SPECIAL:

1938 Buick Special, fully restored, in safe
storage, no sidemounts, white-wall tires,
gun-metal silver, original upholstery, under
50,000 miles

\$8,000.

Jeff Forbes

1307 Hillcrest Dr.

St. Charles, MN 55972

Phone: (507) 932-5649

E-mail: jnlforbes@juno.com

• FOR SALE -1937 CENTURY:

Trunk-Back 4-Door Sedan Model 61.
"Original." Runs great, new white wall tires.
Original interior. Original spare tire, manu-
als, California plates and amber fog lights.
Solid driver

\$8,037.

Steve Nathanson (#656)

Walnut Creek, CA

Phone (925) 947-6711

E-mail: my37buick@aol.com

• FOR SALE -1937 CENTURY:

Sport Coupe — Sale or trade, modified,
Nova front sub-frame, 1982 Buick V6, Turbo
350 transmission, air conditioning, power
steering & windows, 20,000 dependable
miles since completion.

\$14,000.

obo or trade for 1947-48-49 sedanette or
convertible of equal value.

Greg Marshall (#148)

4800 Meadow Court

New Bern, NC 28562

(252) 635-9052

E-mail: 37buick@always-online.com

• FOR SALE -1938 SPECIAL:

Model 41 trunk back touring sedan, bur-
gundy, restored all original. Ready to drive
or show. Buick National award winner.
70,000 miles. Call between 5-9p.m. CST.

\$13,500.

John Gillio, #1016

15329 Ridgeland

Oak Forest, Illinois 60452

(708) 687-4303

(Cars For Sale continued on page 28)

• **FOR SALE - 1937 CENTURY:**

Sport Coupe Model 66S — Black with opera (jump) seats and rear fender skirts, radio and heater. Original condition with 74,000 miles **\$16,000.**

Rex Borough (#1482)

17426 Dellhaven Ct., Castro Valley, CA 94552

Ph: (510) 582-8075

E-mail: rexborough@home.com



• **FOR SALE - 1938 SPECIAL COUPE:**

The Car is about 90%. It's missing the parking lights, trunk ornament, plastic map light cover, and little plastic ornaments on door frames. Good tires, new brakes, new battery, almost new mohair interior, rebuilt generator, 17 year old black laquer paint. All else original. **\$15,000.** obo

Earl L. Morey III

20602 Willow Springs Drive

Soulsbyville, CA 95372

(209) 533-4531

E-mail: ejmorey@goldrush.com



• **FOR SALE -1937 LIMITED:**

FOR SALE: Series 90 Limo (8 passenger Sedan w/jumpseats). 85% restored. Only a few parts missing, 95-98% complete. Paint and body work completed, new glass all around, bumpers rechromed, restored steering wheel, hundreds\$\$ in Buick repro or NOS parts for handles, knobs, etc. & much more. Needs interior completed and minor reassembly. Will consider cash offers, or will consider trades of classic convertibles (30's to 50's Buicks or ???) or sports car converts (XKE, Corvette,??). This car is a life-long Montana car and has had many hours and \$\$\$ put into the restoration so far. Call for more info:

Bruce Barrett 406-542-2595

• **PARTS CAR FOR SALE '37-41:**

1937 Special 4-Door Sedan Model 41 Has wheels & tires, body, engine, transmission, drive train and radiator. No grille, fenders, hood, trunk lid or interior.

\$200.

Tony Morris

San Lorenzo, CA

Ph: (510) 487-1706 (work)

• **FOR SALE -1939 LIMITED:**

Dual sidemounts, six new-tires, new motor. The car is in primer and needs a new interior and new wiring.

\$6,000.

Lionel Chartrand

Ottawa Valley, Canada

(819) 986-2557

Cars **WANTED**

• **WANTED - 1937 or 1938:**

Convertible Coupe in any condition.

Butch Leonard (#1257)

62777 Erickson Road

Bend, OR 97701

Extra! Extra!

Back Issues Still Available!

The following **BACK ISSUES** are available for **\$4.00** each Postpaid.

- 1991-1992 Volume X - Numbers 1 through 9
- 1992-1993 Volume XI - Numbers 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, and 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

1938 BUICK SPECIALS *BY VICTORY MODELS*

\$125.00
each



In BLUE or MAROON

VL-1 1938 BUICK SPECIAL SEDAN



**1/43RD
SCALE**



In BEIGE or GREEN

VL-2 1938 BUICK SPECIAL BUSINESS COUPE

CATALOG
#33
\$2.00



*Additional BODY STYLES coming including a TAXI - Also coming soon a 1940 Buick Super - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:*

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P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-09297

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These Hand Made Posters really add that
"SPECIAL TOUCH" when displayed next to your car.

Prices start at \$50.00 and up depending on
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Al Lovi (#994)

ART DESIGN STUDIO

95 Brienne Circle, Windsor, CA 95492
(707) 837-1786

CONVERTIBLE SUN VISORS



SUN VISORS

Fits 1935-36-37-38-39

\$195.00 each Plus 8% tax for California residence

These are authentic visors. All parts are chrome plated.

WALLACE WAMSLEY

(619) 283-3063

4732 Bancroft Street #7, San Diego, California 92116

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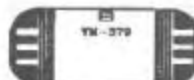
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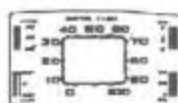
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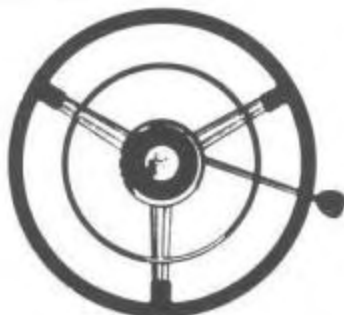
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